

X. Where Do We Go From Here?

The first thing we need to do is finalize the Draft 2001 RTP leading to its adoption in April 2001. The adopted plan must include finalized funding strategies and financially constrained list of projects and programs. At the same time, the Draft 2001 RTP must be coordinated with the long range transportation investment strategies prepared by the county commissions and the subregions for their respective jurisdictions.

How do we move from identification of transportation projects and programs in the Draft 2001 RTP to actual implementation? The Regional Transportation Improvement Program (RTIP) is the primary vehicle to implement the projects and programs identified in the RTP. The projects and programs identified in the RTP must be programmed by the County commissions and other implementing agencies in the RTIP. There are a number of requirements that must be met before a project of regional significance can be programmed in the RTIP. A number of steps and actions must occur to ensure that a project can be moved forward to programming.

Within the context of regional transportation planning, the first step toward strategy/program development is the regionally significant transportation investment study and/or corridor feasibility study, corridor study or alternatives analysis including NEPA “purpose and need” statement and preliminary environmental documentation. While some projects can move very quickly from an idea to implementation, regionally significant strategies and programs require a more in-depth study and analysis. During the course of an investment study the region can determine the various alternatives that may help solve the problem and identify a preferred program or strategy that will be subject to a comprehensive NEPA analysis. It is the responsibility of SCAG to identify which strategies/programs should be subject to such requirements and to identify those programs/projects in the RTP as requiring further study and analysis.

A Brief Glossary

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| ADA | The Americans with Disability Act (ADA) prescribes federal transportation requirements for transportation providers |
| CTC | California Transportation Commission or, generally, County Transportation Commission |
| CMS | Congestion Management System; also the federal reference to California Congestion Management Program. A program to reduce congestion on regional streets and roads using travel demand reduction and operational management strategies. |
| Congestion pricing | User fee imposed on vehicles during peak demand periods on congested roadways. |
| Constant dollars | Dollars expended/received in a specific year adjusted for inflation/deflation relative to another time period. |
| Corridor | In planning, a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways, and transit lines and routes. |
| Current dollars | Actual dollars expended/received in a specific year without adjustments for inflation/deflation. |
| FAA | Federal Aviation Administration |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| Financially constrained | Expenditures are said to be financially constrained if they are within limits of anticipated revenues. |
| Grade crossing | A crossing or intersection of highways, railroad tracks, other guideways, or pedestrian walks, or combinations of these at the same level or grade. |
| High-Occupancy Vehicle (HOV) | Motor vehicle occupied by two or more persons. Vehicles include automobiles, vans, buses and taxis. |
| Home-based work trips | Home-based work trips include telecommuting, working at home and non-motorized transportation work trips. |
| Hours of Delay (HOD) | HOD represents the travel time spend on the highway due to congestion. Delay is estimated as the difference between vehicle hours traveled at free flow speed and vehicle hours traveled at congestion speed. |
| Infrastructure | The basic facilities, equipment, services and installations needed for the growth and functioning of a community. |

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| Intermodal Surface Transportation Efficiency Act (ISTEA) | Signed into federal law on December 18, 1991, it provided authorization for highways, highway safety and mass transportation for FYs 1991-1997 and served as the legislative vehicle for defining federal surface transportation policy. |
| Intelligent Transportation Systems (ITS) | Intelligent Transportation Systems use modern detection, communications and computing technology to collect data on system operations and performance, communicate that information to system managers and users, and use that information to manage and adjust the transportation system to respond to changing operating conditions, congestion or accidents. ITS technology can be applied to arterials, freeways, transit, trucks and private vehicles. ITS include Advanced Traveler Information Systems (ATIS), Advanced Public Transit Systems (APTS), Advanced Traffic Management Systems (ATMS), Advanced Vehicle Control Systems (AVCS) and Commercial Vehicle Operations (CVO). |
| Livable Communities | "Livable Communities" are those that are pedestrian and transit-friendly environments that will be achieved through local government building and design standards, and private builders' implementation. |
| Major Investment Study (MIS) | A Major Investment Study is the preliminary study including preliminary environmental documentation for choosing alternative transportation projects for federal transportation funding. An MIS is a requirement, which is conducted cooperatively by the study sponsor and the metropolitan planning organization. |
| Market incentives | Measures designed to encourage certain actions or behavior. These include inducements for the use of carpools, buses and other High-Occupancy Vehicles in place of single-occupant automobile travel. Examples include HOV lanes, preferential parking and financial incentives. |
| MPO | Metropolitan Planning Organization. An organization of local governments that coordinates the transportation planning process for an urbanized area or contiguous urbanized areas. These agencies are designated by the governor of the state with the consensus of the local governments within the jurisdiction of the MPO. |
| Mixed flow | Traffic movement having autos, trucks, buses and motorcycles sharing traffic lanes. |
| Mode | A particular form of travel (e.g., walking, traveling by automobile, traveling by bus or traveling by train). |
| Model | A mathematical description of a real-life situation that uses data on past and present conditions to make a projection. |
| Mode split | The proportion of total person trips using various specified modes of transportation. |

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| Multi-modal | A mixture of the several modes of transportation – transit, highways, non-motorized, etc. |
| Peer Review Committee (PRC) | An “informal” committee of technical experts usually organized and invited to review and comment on various technical issues and processes used in the planning process. These committees are useful in sharing experiences in various planning issues and in developing consensus on how to address various technical issues. |
| Person trip | A trip made by a person by any mode or combination of modes for any purpose. |
| Regional Transportation Improvement Program (RTIP) | A multi-year multi-modal program of regional transportation improvements for highways, transit and aviation. The RTIP consists of projects drawn from the Regional Transportation Plan (RTP). The projects are directed at improving the overall efficiency and people-moving capabilities of the existing transportation system while incrementally being developed into the long-range plan. |
| SED | SCAG’s socio-economic data (SED); often referred to as the population, employment and housing forecast. |
| Transit-dependent | Individual(s) dependent on public transit to meet private mobility needs (e.g., unable to drive, not a car owner, not licensed to drive, etc.) |
| TCC | Transportation and Communications Committee |
| TCM | Transportation Control Measure. A project or program that is designed to reduce air quality emissions. TCMs are referenced in the State Implementation Plan (SIP) for the applicable air basin and have priority for programming and implementation ahead of non-TCMs. |
| Vehicle Miles Traveled (VMT) | On highways, a measurement of the total miles traveled by all vehicles in the area for a specified time period. It is calculated by the number of vehicles times the miles traveled in a given area or on a given highway during the time period. In transit, the number of vehicle miles operated on a given route or line or network during a specified time period. |
| Vehicle trip | The one-way movement of a vehicle between two points. |

